



messing about in BOATS

Twice a Month

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Commentary



BOB HICKS

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.

Our Next Issue

... will go into the mail about January 2nd. Subscription orders received before that date will begin with that issue, #17, unless otherwise requested. You may order back issues as part of your subscription, from Issue #3 on through #10, and from #13 to present. #1, #2, #3, #11 and #12 are now all gone.

In the Next Issue

... we will be taking a look at iceboating, the building thereof, etc. They are called "iceboats", not "windskares" so we figure they are part of messing about in boats. We also will have that story promised for this issue on the Mainville family pulling boat crew and their experiences. We believe we'll have another of those "pocket" camper cruisers to detail, and a story on resurrectoring a really big boat, it's the 110 foot KATAHDIN up on Moosehead Lake in Maine. And more, probably ...

On the Cover

... a scene of winter on the water. This was at the 1982 Snow Row off Hull, MA last winter. About a year ago a dozen of us spent a day rowing in Salem Sound, January can have sunny mild days. The ocean kayakers go out in winter. How about you? We invite any readers who get on the water in winter to tell us about it, we'd like to do some stories on winter on-the-water activity.

In our last issue we talked about how many people are out there building boats without benefit of any significant formal training or instruction, boats that are rather nicely made, not just simple basic stuff. Our point was not to minimize the importance of the skills needed to build boats, but to point out that it is not an art that absolutely requires perfection in execution. If one is able to accept less than perfection, it isn't all that hard to build a boat. Demanding, engrossing, time consuming, exasperating, all of those, but not too difficult.

Going along one more step, we've been meeting people who not only build first boats, or early boats, of quite good quality, for pleasure, but who also have the temerity to design their boats. Just as there are those who go ahead and build a boat, there are others who go ahead and design the boat they are going to build. Does this, then, call into question the need for naval architects or designers for home built recreational boats? No, but it indicates to me that reasonably creative people have no problems translating their vision of a boat into plans, sketches, dimensions, half models, whatever they feel they need to build from.

A while back we did a story on Henry Szostek's Misery Island Peapod, a first boat he designed and built and uses regularly in sliding seat rowing. We recently brought you a story on a radical boat designed by Dennis Matt, an industrial designer, weird to look at, and as yet unproven in performance, but indubitably his very own. In this issue in our story on Larry Dahlmer's custom boat building business we discuss how Larry often draws up the boat for his customer from just a photograph.

How can this be? I mean, isn't the design of boats subject to fairly rigid technical expertise? Yes, if it is for a commercial venture or for serious craft that will be major investments or involve operation by those not conceiving the craft. One can't put others lives in peril in some personal quirky notion of what a boat ought to be. And it is unlikely that such home designed craft can be

readily marketed as a business. But, for a modest size boat in which to mess about, it does seem possible for an imaginative and creative boat nut to draw up his own boat to build. That's not new, many of the old time craft we tend to revere today as artifacts of bygone days of craftsmanship were products of such ad hoc approaches, fishermen and farmers built simple boats to do jobs that needed doing.

To me this adds great charm to small boats, the idea that the possibilities are endless in conceiving new craft. Picking up on others concepts, or doing out-of-the-blue radical new concepts, this is stimulating in my view. Certainly many such craft are failures, in handling, seaworthiness, even in appearance. But, such failures are not limited to amateur designers alone. There are boats out there in plastic land that are awful things, but with big enough outboards on them, it doesn't matter, they overpower all the failings in hydrodynamics. Only because the U.S. Coast Guard subjects such barges to safety tests is the public protected from really unsafe craft.

So I don't see anything irreverent or immoral about someone deciding that he or she is not only going to build the boat of one's dreams, but is also going to design it first. This has brought us some of the currently available boats for rowing, paddling or sailing. as the best of these home grown concepts sometimes attract enough attention that the creator decides to go into the business of building for resale. Many of the small builders now operating their one man shops indeed got started in this fashion. After maybe building boats someone else had designed, they decided they could better serve their own personal desire in a boat and the result attracted so much favorable attention that a new career was launched.

This is a really nice thing about boats, they need not be products of our industrial and engineering complex. A boat can still be one person's idea and creation, from dream to on-the-water enjoyment.

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PATINA's owner requires a little intellectual polish now and then, so the Mystic Seaport Symposium on Southern New England Maritime History held November 6th was just the thing.

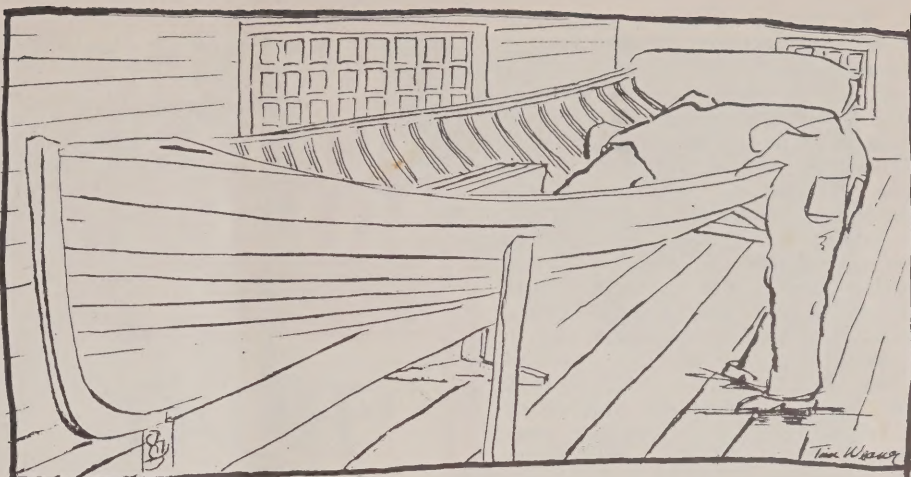
The subjects, hopefully, would be fuel for winter musings -- George Bryant on the Port of Provincetown, Andrea Heintzelman on Colonial Wharf Building, John Gardner on Joshua Hempstead's Diary, John and Laura Saunders on the Boatbuilding Saunders Family of Lower Narragansett Bay, and New London and Nitrates by Robert Farwell.

And, there would be the chance to visit old friends in the water -- the sharpies, the pinky, and perhaps a Whitehall -- and on land -- a Delaware Tuckup abuilding and Alerion. Having just finished CAPT. NAT HERRESHOFF, THE WIZARD OF BRISTOL, I wanted to see Alerion again. I guess the more one learns the more interesting familiar objects grow to be. Perhaps this was the compelling reason for going to Mystic.

The ride down, the first part of which is a mixture of woodland and river, was a treat. The black birch, pin oak, ash, hornbeam, poplar, hickory and walnut merged with the alder, mountain laurel, ground pine and bittersweet to create a soft earthen iridescence, while now and again the river appeared, flashing and rolling in the early morning sun. Sunlight that, as the road swung eastward occasionally, hit the eye and gave a feeling of peace. And the names of the towns along the way -- Cromwell, Middletown, Haddam, Cobalt, Deep River, Higganum, Essex, Saybrook -- jogged the memory. All towns PATINA had made her own on a three day trip down the river under sail and oar two Septembers past. It was good to know what was over a ridge, to remember a long row here, a tricky sail there, a bridge, a night anchorage, the tides. It was a memory of muscle and mind and eye, a dividend of a simpler way, a nice prologue for a day at Mystic Seaport. All too soon, I-95 appeared and it was a quick run along the coast to the Seaport. The Symposium was at hand.

The Port of Provincetown, 1815 - 1915, was a nicely developed account of the place of Provincetown in the New England fishery. Such subjects as immigration, the use of steam engines, the development of refrigeration, all aspects of the port's history, were carefully brought out. Illustrated with slide reproductions of remarkable old photographs and glass plates, the presentation also drew attention to the beauty of the area, a spot for exploration by small boat if ever there was one. With the boat launch ramp in just the right spot, on one side the peninsula of Long Point with its creek and lighthouse, on the other the town, two miles long and built over the water, a perfect small craft outing. Were I to go, I might first contact the Provincetown Historic Association and do some research beforehand. A good winter project.

Southern New England Colonial Wharf Building: A Study in Material and Construction provided us with some idea of the way things were once done and



PATINA'S LOG

TIM WEAVER

the way in which the ports grew. Andrea Heintzelman's discussion of Long Wharf in New Haven was especially interesting. It was the kind of information that can add interest to a row about an old harbor or along the shores of a long used river. She also went through the building directions for the wharf at Fairhaven, using a series of drawings and diagrams to pull it all together. A nice job.

John Gardner, the nation's foremost authority on traditional small craft, discussed Colonial Life in the Port of New London as revealed in Joshua Hempstead's Diary, 1711 - 1758. It was a working paper and it fit. In Mr. Gardner's book, BUILDING CLASSIC SMALL CRAFT, in chapters on a Spurling rowboat and the wherry, he has often taken space to point out the way small boats of the past (and so often amateur built) are beautiful metaphors for a culture gone, gone in a manner that is sometimes lamentable. Joshua's diary gave Gardner a go at the fabric of that culture. It was, he admitted, a bear of a subject, for Joshua Hempstead did much and made note of a great deal of it. The varied skills and involvements of the man were amazing, as was his ability to just keep on going. A life that revealed a tremendous depth in adaptability, in learning, in doing. Something none too common, something largely a matter of attitude and effort. And, there was the not insubstantial pleasure of listening to this teacher, boatbuilder, small craft historian and writer, catching the cadence of his text, developing his subject with a rhythm, flow, feeling and clarity, a craft all of its own.

And, with a thoroughness that is typical of Mr. Gardner, he did not avoid a most disquieting fact: Joshua Hempstead had at least two slaves. And that fact got some time and it was interes-

ting. I'd say John Gardner wrestled with a bear and came out even. I don't think he is through with this subject.

Reflections on the Lower Narragansett Bay and a Boatbuilding Family was another fine talk, deceptively so. The intertwining of family and history gave it a quiet substance, a flesh and bone. It was quite an industrious family. Did just about anything and everything connected with boats and the waters around the lower Narragansett, including the early use, perhaps the first in New England, of the centerboard -- in a three masted flat bottom boat, no less. Is this the origin of the sharpie? Interesting stuff. And I was pleased, for Lester Rowe, the man who built the original PATINA, would have perked up a bit for that fact. Maybe the sharpie did come down the coast from the Narragansett, maybe not. It is interesting. John and Laura Saunders did a nice piece of work, plainly wrought, deceptively so, but that's a New England tradition also.

New London and the Nitrates was a narrative of the guano trade as part of New London's maritime history. It was a business affair with lots of money to be made and the presentation did add a chapter to New London's rich maritime heritage. The confines of the topic did seem to hamper a full development of one very interesting aspect of the trade: Life and work on the islands where the guano accumulated. It appears to have been something out of Conrad's HEART OF DARKNESS, or worse. Perhaps Robert Farwell will have a chance to develop that another time. There's a tale in that.

This sort of event, the Mystic Symposium, adds another dimension to our world of historic small craft, as a change of pace also. And, there was time left over for a visit to those boats at the Seaport. A fine day.

We thought it was a pretty long list of boats that the Mystic Seaport Museum wants to dispose of, about 20 in all. Maybe you saw the classified ad in the last couple of issues. But, after a look at all the boats the Museum is NOT disposing of, well, the list looks a whole lot shorter. Visitors to Mystic typically get to see only the "out front" few watercraft that have been restored or otherwise placed into an appropriate exhibit. Across the street in the Rossie Mill and the "Tin Shed" and the "Quonset Hut" are boats, boats, boats, racked up two or three or four high, stacked in long rows over the cluttered mill floor, covered with plastic awnings or just sheets against the leaking roof. Mystic is running out of space to put the boats they decide to collect. Hence this really rather modest clearance sale.

It's not entirely a sale. Some of the boats are for sale. Others, mostly a raft of south seas and south American dugouts are looking to be "placed". We asked Ben Fuller, the Curator responsible for all this collection about that word, "place". "Ben, suppose a guy who is opening a polynesian restaurant came along and offered to buy that 13' 11" Samoan outrigger canoe for a salad bar? Would you sell it to him, or 'place' it with him?"

"Well, probably not for use as a salad bar," Ben responded. "But, if he had in mind using it as part of the decor, we might talk about it." These dugouts are not just plain old hollow logs, they are mostly intricately decorated and carved craft displaying great creative efforts on the part of their builders out there in polynesia or down in those South American jungles. That's why Mystic has them now. "A lot of those came home to the U.S. from World War II as souvenirs, and later on someone cleaning out the garage decided to get rid of them," Ben explains. "In the '50's and '60's we were putting together a collection of watercraft intended to show the differences from around the world in small boats." Not any more. Mystic is now focussed on its own indigenous types of watercraft. And so, goodbye outriggers and dugouts . . . maybe.

"You could visualize our focus today as one of those topological models, perhaps," Ben went on. "Over New England there's a big hump of interest. As you get up towards the Canadian maritime provinces it flattens out and ends. Over towards the Adirondacks, the same thing. Down around Delaware Bay we reach the southern extremity. Beyond these sort of borders, the building techniques and designs substantially change.

Today Mystic continually receives offers of historical boats. Many are not of interest, the Museum already has one, or several, or the boat doesn't fit that model Ben described. But, others do fit, and Mystic's purpose as a repository for such craft compels acquisition. And that means having room for the flow to collect. There appear to be hundreds of boats in those storage areas, we didn't ask or try to count. But there's a whole lot. And the areas are marginal shelter.

MYSTIC SEAPORT MUSEUM

BOAT SALE

BEETLE CAT
DOUBLE ENDED GUNNING DORY
PARTLY BUILT GAFFER
TWO SAILING SKIFFS
TWO BUILDING JIGS
LONGBOAT
TURKISH CAIQUE
BINDALS BOAT
ENGLISH WORKBOAT
BRAZILIAN DUGOUT
SAMOAN OUTRIGGER
PHILIPPINE DUGOUT
PHILIPPINE OUTRIGGER
HAWAIIAN DUGOUT
GUATEMALAN DUGOUT
PHILIPPINE OUTRIGGER DUGOUT
TWO OTHER OUTRIGGERS

Small craft people who attended past winter small craft weekends got to see much of these as the Rossie Mill was opened just for that affair. Last March this was not held, as the storage area was undergoing revision. Some of it was rented out, museums always seem to need money, the rest was a mess from the concentration of the boats from the no longer available space into what was left. Now, a \$50,000 roofing job is needed before the storage regains some semblance of adequate protection for all the boats.

But, back to the clearance. For sale are several boats donated to the Museum or built there. There's a really nice Beetle Cat, a bronze fastened one, for \$2800. They already have a Beetle Cat, donated a few years ago by Concordia in recognition of Leo Telesmanick's 50 years of building them. There's a double ended gunning dory built to plans by John Gardner, it's a rowing only dory, for \$900. Two complete 15 foot sailing skiffs, patterned after Pete Culler's "Good Little Skiff", but larger are offered at \$1000 each, a real good deal

for someone wanting such a craft, good sailers, good rowers, Museum built, but plain workboat finish.

Then there's a project boat. This is a 14' hard chined centerboard sloop to be gaff rigged. It is patterned after Goeller's Sea Mew and will use the Herreshoff 12-1/2 rig. The Museum accepted this several years ago from the widow of its builder, as it represents a really interesting small, but heavy traditional sort of boat, and the construction to date is of superior quality. The backbone is in place along with the frames and centerboard trunk. The spars are finished, and most of the necessary wood and hardware to finish her out is included. The plans encompass some 30 or so pages of drawings, sketches, lists of materials, detail notes, etc. It was a retirement project for a craftsman who unhappily failed to live long enough to complete her. Ben says he's open to offers on this one, you'd have to see it to fully appreciate what this is. It's one really BIG 14 footer!

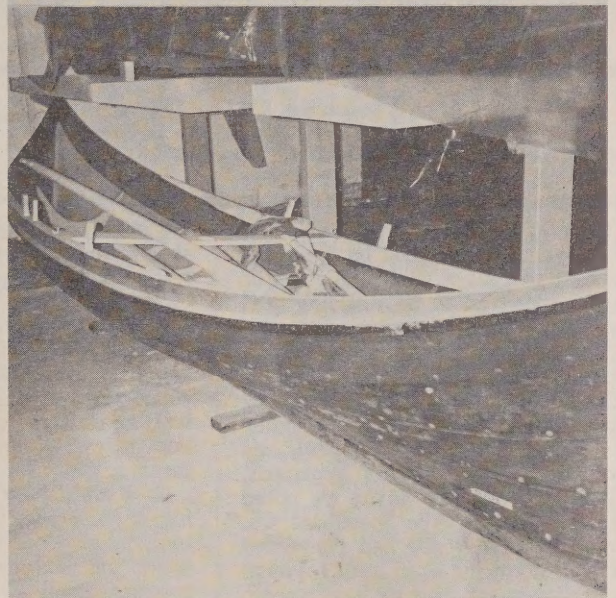
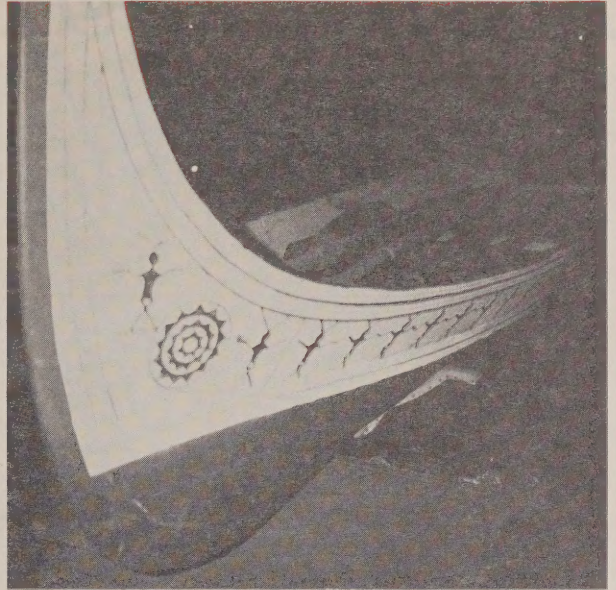
Also there are a couple of building jigs, one for a Seaport built Whitehall, the other for an Ames Salmon Wherry. Ben invites offers on these also.

On to the dugouts and outriggers, along with one or two other exotica. The list of dugouts and outriggers is in the adjacent box, they range from 12 to 25 feet in length and most have a large amount of ornate carving, trim, etc. Included are several rigged for sailing. Ben wants to talk with anyone who thinks he has an appropriate use for such craft, not necessarily as museum displays. The boats are essentially seaworthy, some work might be required on some, but they are not ancient derelicts. Some are embarrassingly ornate and I think it would be sort of fun to have one just to take along to traditional and antique boat meets for sensation value!

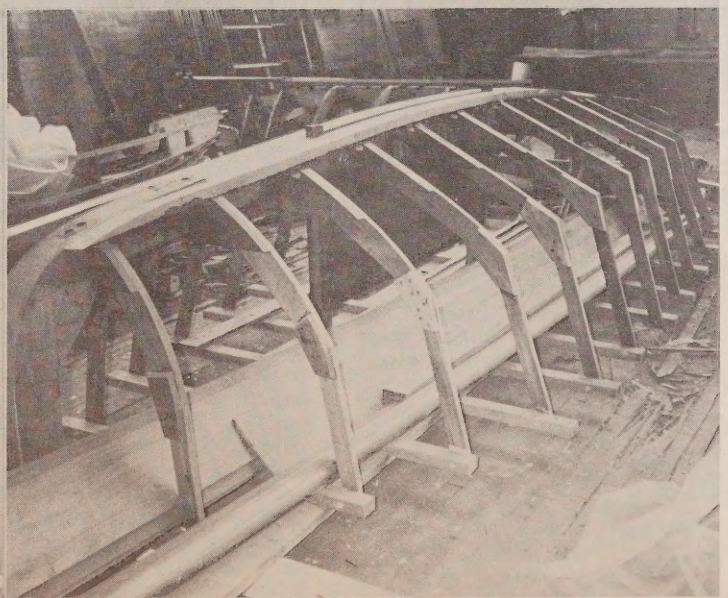
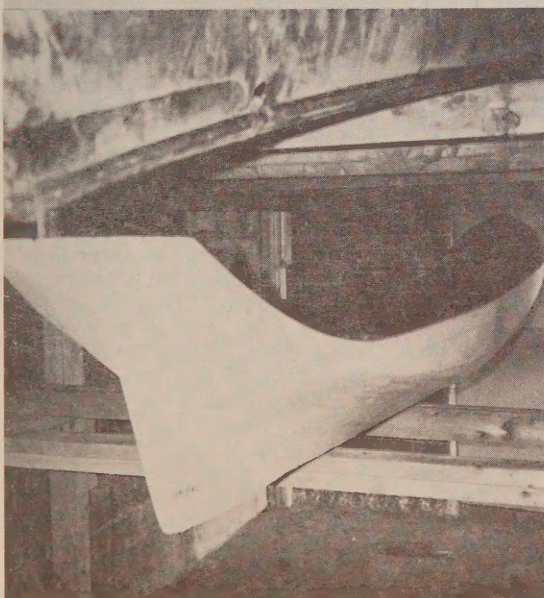
The exotica include a 15 foot English workboat and a 15' Norwegian Bindal's boat, much like the faering sort of boat, pointy upswept ends, broad flat low amidships gunwales. Then there is the 13 foot Turkish caïque. This one is very fancy and has a history that goes back to when it was reportedly built for Kaiser Wilhelm prior to World War I. An 18 foot British longboat completes the exotica.

Well, serious buyers or "placers" are invited to call Ben Fuller at the Seaport, (203) 572-0711. Ben's a busy guy so don't just call him if you're only looking for a gam about the boats. HE WANTS TO MOVE THEM OUT, and this means he'll be happy to hear from anyone who has some serious intent, either the money for those for sale, or the proposal for those to be placed. Ben did say that he would consider money for some of those also if the purpose was not too inappropriate.

If I didn't already have too many boats, I'd sure grab one of those 15' sailing skiffs quick. Or if I had time for a winter building project (I have three ongoing already) I'd make him an offer for that marvelous little gaff sloop project.



Above: TOM COD, one of the two 15' sailing skiffs. Top right, a fancier dugout. Middle right, the Bindal's Boat. Bottom right: The 14' gaffer under construction. Below one of the plainer dugouts.



And now for something entirely Different!



ONBOARD™ Sliding Feet Rower

Back in October at the Head of the Charles event, we noticed on the grass at the finish area, a windsurfer set up with what appeared to be a sliding seat rowing outfit. Closer inspection revealed it to be a sliding FEET setup, that is the footrests and oarlocks moved rather than the seat. This is known as sliding riggers also, but the builder/designer of this particular unit, Ed Hand, has chosen sliding feet as his approach.

Well, in our last issue we noted in the story on the Ace Speedboat Co. that Forrest and Denby had converted a sliding seat rowing shell into a forward facing arrangement, now we have a setup in which the feet move. Why? In this instance, to fit the method of propulsion to the short length of a sailboard and remove the pitching that the weight transfer of the sliding seat creates. We had noticed the pitching even in the multi-oared shells at the Head of the Charles,

the obvious moment of slowing up in the shell's forward progress when all those bodies moved opposite to the direction of travel.

Hand has a business called Onboard Products, identified as a division of Lowell's Boat Shop of Amesbury. The connection, unlikely as it seems, is logical, as Hand is Lowell owner Jim Odell's son-in-law. So marketing is being done through the old traditional boat shop.

I am totally inexperienced in sliding seat rowing, but at the Concord Ice-breaker race, friend Aaron Glazer, who spent the summer weekends rowing a two passenger Folbot around the coast of Maine with a sliding seat setup, tried out the Onboard for us. He was favorably impressed. Of course, the sailboard doesn't move like a longer hull, and you sit rather tall in the saddle up on the board, but it did make rowing the flat little slab rather enjoyable according to Aaron.

We had asked Arthur Martin at the Head of the Charles his opinion about this setup. Of course, Martin has a vested interest in regular sliding seat shells, his Aldens and Martin Trainers. But he said they'd tried this sort of thing in their hulls, and decided it offered no particular advantage, and that the application of the power was a bit "higher geared," somewhat like an overdrive. In calm going one could move quite fast rather easily but in rougher water the application of the thrust was not as effective as the standard sliding seat setup. Hand disagrees with this, but here we have opposing views with commercial influences. We thought the opinions were deserving of an airing.

The Onboard can also be fitted to

just about any boat, while it was aimed at becalmed windsurfers, it is adaptable to any sort of rowing craft, and in the case of shorter hulls does eliminate the prospects of serious fore and aft pitching from body weight transfer.

We were told by someone more informed than us about serious sculling that the sliding rigger setup had placed near the top in world class racing and had been banned in U.S. national events. Does this mean it poses a threat to the established enormous investment that exists in traditional sliding seat craft?

If you're interested in getting into rowing with all the power leverage of using sliding seat or riggers, you can do so for about the same money, it's under \$400 for the complete setup from Onboard (less oars), in the same ballpark as Martin's Oarmaster conventional sliding seat rig.

All this recalled to me last summer's Round Gerrish Island race, which was open to any sort of non-motorized craft. Several young women turned up with windsurfers, but never even started as there was no wind. One youth did have a go, but after 5 hours was still paddling. Now, if they turn up in '84 with an Onboard rig, they can have it either way.

If you'd like to know more about this new approach to rowing, contact Ed Hand at Onboard Products, 459 Main St. Amesbury, MA 01913, (617) 388-0162.

And, stay with us, for soon we'll have a story on a New Hampshire designer/builder who has a line of low priced wooden recreational shells coming out with either fixed seat or sliding rigger rowing arrangements. Seems like a rush of new ideas is invading the long established sliding seat rowing sport.

Report by Bob Hicks
Photos Opposite by Bob Hicks





Ed Hand (standing at right in bottom photo) had one of his installations on a windsurfer at the Concord Icebreaker for tryouts. Those with whom we spoke were favorably impressed.

Aldens in a Triathalon

This year's version of the Oxford Triathalon was held on a raw 40 degree, 15-20 knot northwest wind kind of day. This triathalon is composed of a 20 mile run, a 50 mile bike race and an 8-1/2 mile row. There were 13 triathletes and some 20 relay teams taking part.

The runners went off around 7 a.m. in 30 degree temperatures. The running times varied from 1:56:55 to 3:51:00. The bike times varied from 2:09:45 to 3:33:38. The rowing times ran from 1:26:27 to 3:04:47. Wind chill and heat loss were definite factors in all three events, but especially, I would think, in the bike event.

Marjorie Martin and myself, to my knowledge, were the only Alden Ocean Shell Association members in the event this year. There were a lot of Aldens plus a smattering of racing shells and other recreational rowing craft. The conditions proved the superior sea handling ability of the Aldens as compared to all other boats in the race. All the Aldens finished without major problems. All other boats either did not finish or had major problems, such as swamping. A racing shell rowed by Oscar Ellison of Arlington, VA did finish the race in 1:38:55, an amazing time considering that he dumped on at least two occasions.

The first leg of the rowing course, which separated the men from the boys, was about one mile directly to weather in open water that was quite sloppy. The rest of the course was relatively smooth water until the last leg, which required rowing in the trough of the same slop we went to windward in on the first leg. The slop was short and steep enough to bury the oar shafts in solid water during the recovery. It was an interesting and well marked course except for two marks in the middle which were difficult to find, even with a compass.

From my personal viewpoint, it was a fun experience to participate, even on a small scale, in an event where people could push themselves for 6-1/2 hours and more in three events. Steve Hathaway, who won this year's Catalina Race with a record time of 5-1/2 hours rowing a Martin Trainer, did the rowing leg in this triathalon in 1:26:27, the fastest time, which was 15 seconds faster than I did over the same course, and that's all I did during the day was the rowing course! Wow! Marjorie Martin placed as second woman rower in 1:37:35, which was also fourth best rower overall.

Reported by Hargy Heap

What's happening...

JANUARY 4: CONNECTICUT RIVER OAR & PADDLE SOCIETY MONTHLY MEETING, OLD SAYBROOK, CT.

The first of the new year's meetings of this recently organized group will feature a lecture on a ten year study of the water quality in the Connecticut River, at 7 p.m. at the Seth Persson Boatyard in Old Saybrook. For more details call Jon Persson at (203) 388-2343.

JANUARY 5: PEABODY MUSEUM TSCA MONTHLY MEETING, SALEM, MA.

The regular monthly meeting of this Massachusetts north shore group of traditional small craft enthusiasts will be held in the Museum's education room at 7:30 p.m. For details on the program feature, contact Bob Hicks at (617) 774-0906.

JANUARY 12-22: MARITIME COLLECTORS COLLOQUIUM, NEW YORK BOAT SHOW, NEW YORK CITY.

Experts in the field of collecting maritime art and antiques will hold daily lectures and conferences during the run of the New York Boat Show. This is aimed at serious collectors to provide practical knowledge for more effective collecting. The daily one hour lecture will be supplemented by the opportunity for one on one conferences at the Sea Heritage exhibit booth. For further information you can call Bernie Klay anytime at (212) 343-9575.

JANUARY 13: CANOE CAMPING WORKSHOP, TOPSFIELD, MA.

Walter Harmer of the Ipswich River Watershed Association will provide instruction on how to pack your canoe for camping trips. The meeting is at Walter's on Willowdale Rd. in Topsfield, MA. at 7:30 p.m. Please call him beforehand if you plan to come at (617) 887-8671. Please bring something for the refreshment table if possible..

JANUARY 17 & 19: STEAM BENDING WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The Maine Maritime Museum is sponsoring a winter series of workshops on subjects of interest to traditional small craft enthusiasts. Each workshop consists of two three hour sessions, on Tuesday and Thursday evenings. The fee for each is \$35 for non-members, \$25 for members of the Museum. Each workshop is limited to eight participants, so early registration is advised. To register, call Dennis Thoet at (207) 443-6311 during business hours.

The January program in this series will feature instructors Will Ansell and Greg Rossel on construction of a steam box, making forms, selecting bending stock for frames, coamings, etc.

FEBRUARY 2: CONNECTICUT RIVER OAR & PADDLE SOCIETY MONTHLY MEETING, OLD SAYBROOK, CT.

The February meeting of this group noted under the January 4th heading above will feature a lecture on the geographical and cultural history of the Connecticut River Valley, at 7 p.m. at the Seth Persson Boatyard in Old Saybrook. For more details, call Jon Persson at (203) 388-2343.

Beginning in April, this group plans monthly outings on the Connecticut River for members and friends. Look into it if you live in the area.

FEBRUARY 3: PEABODY MUSEUM TSCA MONTHLY MEETING, SALEM, MA.

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FEBRUARY 14 & 16: SURVEYING WOODEN BOATS WORKSHOP, MAINE MARITIME MUSEUM, BATH, ME.

The February program in the series described under the January 17 & 19 heading above will feature marine surveyor Jan Bijhouwer discussing what surveying can do for anyone contemplating purchase of a wooden boat.

Explorer's Map & Directory of the NEW ENGLAND COAST

New London, Connecticut to Passamaquoddy Bay, Canada

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- BATHYMETRY
- DIRECTORY of 28 INDEXES: Museums, Nature Centers, Aquariums, Whale Cruises, Field Trips, Boatbuilding, Festivals, Environmental Agencies, Yacht Races, Teacher Resources and more!

Complete reference to New England's extraordinary natural & cultural Marine Resources.

EXPLORER'S MAP & DIRECTORY OF THE NEW ENGLAND COAST

Last year we bought one of these 24" x 72" color maps as a guide for coastal places we hear of, or have to go to, or find need to know about. It has been really a nice reference, and is also an attractive wall hanging if you have a big enough wall. The coast from New London, CT to Passamaquoddy Bay in Canada is sort of strung along the top edge of the 72" dimension, with boxes for pertinent information printed over

inland areas and on some of the ocean spaces. So you look at the coast from left to right as it runs from New London to Canada. Of course it's no use for travelling details, but it sure gives you a lot of information on where all sorts of points of interest are located. The price is \$7.95 rolled or folded, and it is also available laminated for \$19.95. Then add \$2 more for mailing tube and postage. It's available from Great Circle Productions, 43 Upland Rd. Somerville, MA 02144.

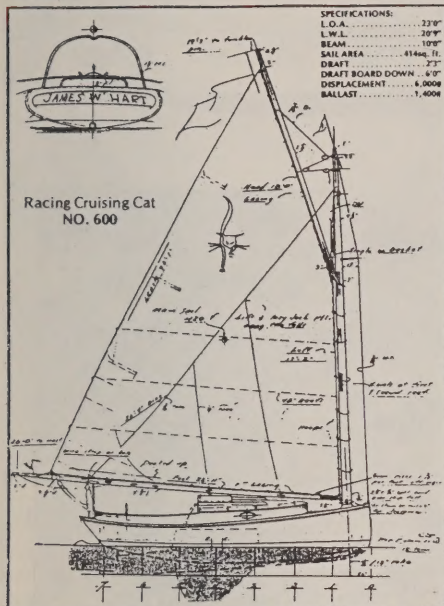
WHAT IS THE SEA HERITAGE FOUNDATION?

This is a not-for-profit educational membership organization which is interested in preservation of sea lore through participation. Their membership solicitation announces that, "It is a society for people dotty for dories, loony for sea language, starry eyed on steamships, nutty for knots, enchanted by sea chantys and mad for maritime museums."

They publish a quarterly newspaper, SEA HERITAGE NEWS, full of historical stuff, art, artifacts, etc. Also ads for lots of related material. The memberships offered range from a \$25 Lieutenant Commander through a \$100 Full Commander on to a \$250 Captain. Not inexpensive. Depending on the class of membership chosen, one gets a bunch of membership items, such as 90 minute sea chanty tapes, "handsome" scroll, a miniature windjammer color print, etc. etc.

If you want to know more, contact Bernie Klay at fleet headquarters, the Sea Heritage Foundation, 254-26 75th Ave. Glen Oaks, NY 11004, (212) 343-9575.

THREE COPIES OF A CAT TO BE BUILT



Dean Puchalski of Enterprise Marine in Newcastle, ME has announced he's to build three editions of a William Garden 23 ft catboat, JAMES W. HART. The boats will be in wood, not glass. Dean has a rather nice brochure outlining his product, which is aimed at the quality not economy. He will quote you on the complete boat or on a bare hull, but says he'll only be building the three boats in all. Interested? You can contact Dean at Enterprise Marine, Box 33 River Rd. Newcastle, ME 04553, (207) 563-3359.

PERSSON BROTHERS EXPAND ACTIVITIES

Jon and Seth Persson, who operate the Seth Persson Boatbuilders in Old Saybrook, CT founded by their father, are expanding the business to offer custom yacht design for clients not necessarily having their boats built at their shop. Additionally, they are introducing some stock designs, the first will be an 18' pulling boat due to be available about February, 1984. The stock designs are intended to be inexpensively built by a professional or skilled amateur builder. If you'd like to know more, contact Jon Persson at Seth Persson Boatbuilders, 18 Riverside Ave. Old Saybrook, CT 06475, (203) 388-2343.

DOING SOMETHING INTERESTING IN BOATS? KNOW SOMEONE WHO IS? LET US KNOW ABOUT IT, OUR READERS MIGHT FIND IT INTERESTING. CALL US AT (617) 774-0906 OR WRITE TO BOATS, 29 BURLEY ST., WENHAM, MA 01984.

THE NORTH RIVER SKIFF

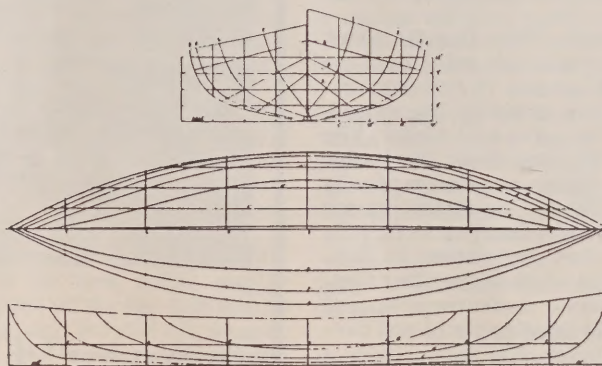


Howard Mittleman has been doing business for several years in Albany, NY as North River Boatworks. His initial boat was the North River Swampscott, the traditional sailing/rowing dory. Subsequently he introduced his dory skiff, a Chaisson dory tender, and now he has his newest boat out, the North River Skiff.

This is a 15' double ender designed to fall somewhere between the delicate Adirondack Guideboat and the larger and heavier St. Lawrence Skiff or Rangeley

Lake Boat. Howard's skiff measures 15' by 3' 10" beam and weighs about 100 pounds. It easily carries three adults and their gear. It is built of cedar plank over white oak ribs and oak and ash framing. Two rowing thwarts, two end seats and floorboards are included. Hand built spoon oars can also be provided to order and a sailing package is soon to be available.

Interested? Contact Howard at his shop, North River Boatworks, 6 Elm St. Albany, NY (518) 434-4414.



The Northeast has produced several distinct types of rowing craft for use on the lakes, rivers, and sheltered bays of our region. Among them are the St. Lawrence River Skiff, The Rangeley Lakes Boat, and of course the Adirondack Guide Boat. We at North River Boatworks felt there was a need for a rowing boat that fit somewhere between the delicate Guide Boat, and the large and heavy St. Lawrence Skiff and Rangeley Lakes Boat. The North River Skiff, now being lofted in our shop, will fill this need. It is traditional in appearance and construction. Double ended, with lapstrake planking, the Skiff will be light enough for car-topping, while still capable of carrying 3 adults and their gear. It will be a fine rowing boat, moving easily and smoothly through the water, light enough for children to row, and stable enough to use for fishing.

The Skiff is 15' in length, 3'10" wide, and weighs about 100 lbs. It is built of cedar plank over white oak ribs and oak and ash framing. Two rowing thwarts, two end seats, and floorboards are provided. The hull is varnished outside and oiled inside. This type of finish provides maximum protection with ease of maintenance, and allows the full beauty of the wood to be appreciated.

To complement this fine craft, we can provide our own hand built spoon-blade oars. They are built light, and balanced for high performance and low fatigue. We will also, in the near future offer a sailing package, including a sprit rig, centerboard, rudder and tiller.

Larry Dahlmer's got it made. At least in the eyes of anyone who ever dreamed of being a wooden boat builder. Ten years after graduating from college with a degree in civil engineering, Larry has yet to set eye to a transit. Instead he's finishing up his ninth year of building wooden boats in his shop overlooking the Gloucester, Massachusetts waterfront. Under construction, a 12 foot miniature fantail launch. In this crowded and cluttered shop Larry has turned out about two boats a year, one after the other, working alone. "Well, I did drive a schoolbus for a while," Larry allows when asked if he's been making his living all this time just from the boatbuilding. "And, I have an understanding landlord."

The shop is two rooms in a row building, at street level, overlooking from the back windows the wharf and water on the inner harbor. The longest dimension is just over 30 feet, but that's not been the limiting measurement. The doors open to about nine feet, that's the tight squeeze. Larry's built right up to that 30 feet on occasion. The main room is the building shop and woodworking shop, with a tiny cubby in the corner for desk, etc. The second room has a big layout table in it, where Larry does his plans. Many of the boats he has built he has built from photos, or half models, or a few dimensions scaled off an existing craft. In short, he sort of designs his own lines from some pretty marginal material. Usually the order is for a boat "like" something the customer has admired.

The present little fantail launch serves to illustrate. It's being built for a customer who owns a 70 foot converted dragger as a cruising liveaboard, the launch is to serve as a tender. The davits on the big boat limit the tender to twelve feet. The owner always greatly admired the IDA K, the fantail launch owned by the Crosby family in Osterville on Cape Cod, but she's about 16 feet, too big. So, Larry looked over that boat, made a few basic measurements, and then went to his drawing board and developed the 12 footer.

"She's really awfully small to build easily," he explains. The full hull and short length result in very substantial curves and bending on the planking has been heavy going. The oak sheer plank rounds that stern in one continuous tight curve, a triumph of steam bending, but also dependent on having really clear unflawed stock. The tiny craft will be powered with an inboard one cylinder engine, not an old make and break, but a more recent vintage rebuilt unit of 8 hp.

Larry was fairing the hull during our visit, with the decking and interior remaining to be done. He hopes to make delivery right around the first of the year. His next customer dropped in as we were photographing the work in progress. He's to get a 23 foot fantail. The hope is to finish that one off by early summer. Larry doesn't work summers.

Larry is single, and lives for his work, ten months of the year. He spends 10

L. A. DAHLMER BOATS

Specializing in Custom Reproductions

Sail

Power



Larry Dahlmer's Got It Made

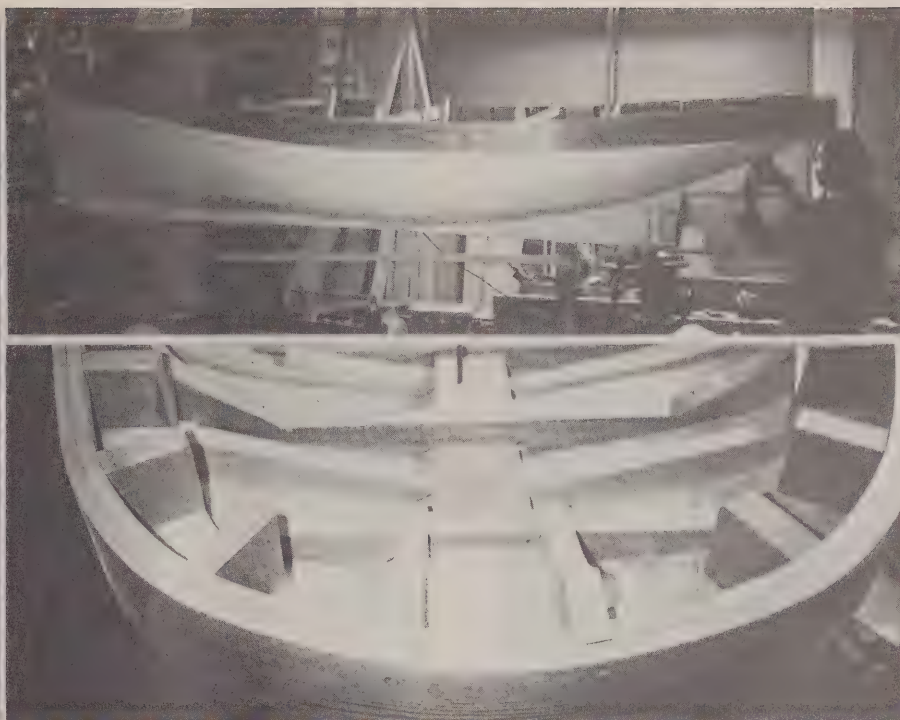
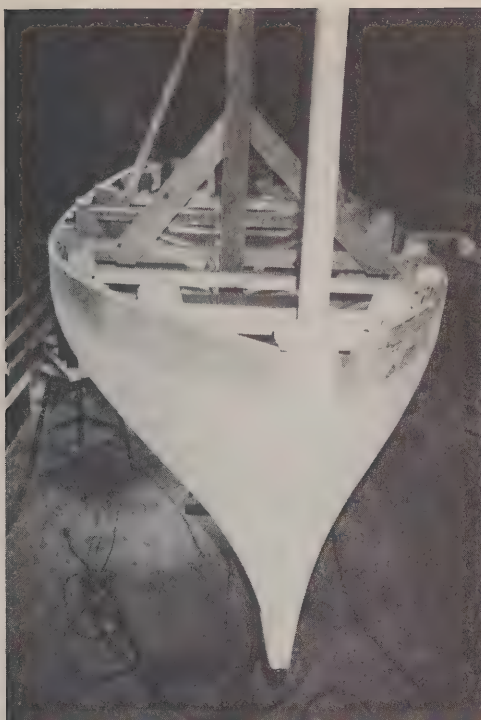
Report & Photos by Bob Hicks

60 hours a week or more in the shop during fall, winter and spring. "What else is there to do?" he responds rhetorically. In summer, he sails, mostly, although right now he does not have a boat of his own, having sold his version of an English Pilot Cutter. Which reminds him that upcoming, possibly next fall, is a replica of the Lyle Hess design for SERAFIM, the Pardey's world cruising 24 footer.

So, fantail launch and pilot cutter. Variety. Indeed. Another recent project was a replica of a 16' Garwood Speedster. That one has been leased to the man who is having the miniature fantail built. He would love to have the Garwood for a tender but it just doesn't fit, and

besides, according to Larry, it is a pretty limited toy in terms of utility. Larry had that boat at the ACBS meet last summer in New Hampshire. Now he's not certain just where it is. "Somewhere around the Gulf by now," he guesses. The Garwood was built from overall dimensions, photos, and knowledge of the construction methods used originally. Unlike the replicas being built in Buffalo, NY on fiberglass base hulls, Larry's effort is all wood, and did not have the benefit of the detail lines measurements taken off a surviving original as was done by the New York builders.

One more boat worth a mention to illustrate Larry's versatility and



Larry's current project is this 12' fantail launch. It's almost a very large model, but is very ruggedly constructed.

range of interest is a 24 foot Skipjack which is home ported right in Gloucester. The Chesapeake Bay type is built rather differently than typical New England craft, or English cutters, not to mention speedboats. But, the man wanted a skipjack so Larry built him one.

Larry got started when he rebuilt an old sailboat for the landlord. The boat had sunk in a lake, and had been hauled out by bulldozer, it's owner at the time having hired a diver to go down and fasten on a cable, which was then carried to shore and connected up to the bulldozer. Dragging the boat to shore like this pulled out the stem, opened up the front of the boat like a clamshell. Larry got it all back together again and ended up becoming a permanent tenant in his present location. That original repair job is still around, the boat sits on a cradle right outside Larry's shop now. It needs work again, and is for sale by the owner cheap.

How does Larry Dahlmer do it?

I mean, lots of hopeful wooden boat builders dream of such a setup, one customer at a time, always a different and interesting boat to build, steady parade of ready customers who even will wait a year for their turn. We didn't press him for his "secret", but he did say he doesn't advertise, he seems to line up his customers one by one from referrals and word of mouth.

There's no phone in the shop. If one wishes to contact Larry, you either write or phone evenings. This leaves Larry those ten hour days in peace in the shop, steadily turning out some really interesting and very well built boats. He's always there (in season) except when he's off at the local coffee shop.

As we headed off for the 3:30 p.m. coffee break, Larry pointed out to us a long narrow old building jutting out over the water on Rocky Neck just across from the coffee shop. I bought that building recently," he explains. It has a marine railway alongside, but

doesn't have the sort of shape and size appropriate for boatbuilding inside other than small craft. He rents it presently to an acquaintance who does woodworking winters and charters a Westsail summers. The building very much resembles a modest old time yacht club, with upper story decks, side porches, etc. Really a great little waterfront property.

"The man who owned it last was waiting around for his wife to die so he could move down here," Larry says. "But, she outlived him!" He thinks for a moment and continues, "You know, my grandfather once owned it." Now Larry has it back in the family. It sure seems as if Larry Dahlmer is pretty well established right where he wants to be.

If you'd like to talk to Larry about having a boat built, you can visit him at 235 E. Main St. in Gloucester almost any time, any day, or call him evenings at (617) 283-6257. But not in summer.

Two of Larry's recent jobs, a 24' Skipjack and the 16' Garwood Speedster replica. Nice boats.



Walter Fullam's Paper Canoe

Walter Fullam had a canoe on display last summer at the Wooden Boat Show in the Wooden Canoe Heritage Association booth. It was made from newspaper, glued up into a hull, layer upon layer. Walter explained that it was very lightweight and very inexpensive. He further explained that it really was a useable canoe.

Walter got interested in this sort of low cost canoe building from a book by Nathaniel Bishop, VOYAGE OF THE PAPER CANOE. This book reported on a lengthy trip taken by the author back in 1884 in a canoe made of paper, from Troy, NY to Florida along the coastal waterways. Walter also was able to view a paper rowboat on display at the Adirondack Museum, from which he noted details of inwale arrangements and the lay-up of the newsprint.

For a mold, Walter chose a 16' Renegade by Rivers and Gillman. He wanted a shorter canoe so he made up his hull in two sections of about 7 feet each, on each end of the mold. After the two sections had been glued up to the final thickness, he then overlapped them and glued them to one another, ending up with a canoe just under 12 feet in length.

The hull layup was done with single sheets of newsprint laid up on the bias, glued with flour based wallpaper paste. A liberal coating was applied to each layer

and then rolled out with a paint roller. After every three layers, Walter allowed the assembly to dry before proceeding. About 12 layers brought the thickness up to 3/16ths of an inch, and it was then that the two halves were joined. He used sandbags to hold the two shells in close contact while the glue dried, and then overlapped the joint with several more layers of paper and glue.

The paper hull was then fitted out with oak inwales and keelson, the inwales braced with two thwarts and breasthooks at each end. Final finish was in the form of several coats of varnish inside and out, and slats were placed alongside the keelson to act as floorboards.

Walter reports that the canoe, 11' 9" long, 26" beam, 18" deep is quite stable, tracked quite well with either single or double paddle but that it could not be paddled from a kneeling position. If he were to build another, Walter would choose a 10 or 12 foot Rushton Rob Roy type. While the newspaper sheets worked out okay, larger strips of newsprint reinforced with muslin would be better. Walter figures the canoe could be constructed dry if a marine glue were used, or even epoxy for a more durable hull.

Speaking of durability, Walter reports that no paper canoes from the 19th century survive, yet, for maybe \$10 to \$25, who can complain about longevity?



Walter's grandson Scott lifts the 15 lb paper canoe at the Wooden Boat Show. Many people there had to rap the sides to test it's solidity. The canoe measures 10' 6" x 28".

Some Guidelines for Building YOUR Paper Canoe

1) Select a suitable canoe to use as a mold. I prefer a 10' to 12' length, although E.H. Waters & Sons made eight oared paper racing shells in the 1880's. You might want to put several buffed coats of paste wax on the canoe you are going to use as a mold.

2) Cut strips of newspaper or wrapping paper 5" to 6" wide. Lay the strips gunwale to gunwale at a 45 degree angle, reversing each course. Use butt joints. Put the first course on dry, taping the strips to each other and to the gunwales of the mold canoe.

3) Apply a liberal coat of adhesive to each strip of paper (after the first course) before laying them down. Roll or brush each strip after you have laid it down (as you would do with wallpaper). I use Elmers White Glue, but others have used yellow carpenters glue or casein or Casco or similar waterproof glues. After four layers of paper, I use four layers of cheesecloth alternated with layers of paper, then three addi-

tional layers of paper. The cheese cloth can be applied in one piece the full length of the boat. I do not find it necessary to gore the cheese cloth. Let the adhesive dry after each two or three layers.

4) After the last layer has dried, the shell can be removed from the mold and the edges trimmed. As few as three or as many as 30 coats of satin finish urethane varnish can then be applied, sanding each coat.

5) For the gunwales, a single inwale can be used or an inwale and an outwale fastened with screws every six inches can be used. With the single inwale, I have found breasthooks necessary. The keelson is then attached to the stern pieces and cemented to the floor. At least one thwart should be put in to be used as a back rest.

IF YOU BUILD A PAPER CANOE, I WOULD LIKE TO HEAR FROM YOU ABOUT YOUR EXPERIENCE.

Walter Fullam, Box 498, Princeton, NJ 08540.



VOYAGE ~ of ~ THE PAPER CANOE

Nathaniel Bishop 1874 Chris Cunningham 1983

A young man named Chris Cunningham from Edmonds, WA has been on the water this fall retracing the route of Nathaniel Bishop's VOYAGE OF THE PAPER CANOE in a paper canoe of his own design and construction. Chris states that he chose the task of documenting his experience in small boat travel just as did Bishop, noting in photograph and in writing, the changes that have taken place along the route in the century since Bishop made his voyage.

Bishop, who was one of the founders of the American Canoe Association, set out from Quebec with an assistant in an 18 foot wooden canoe in July 1874 to follow the natural and man-made waterways to the Gulf of Mexico. Passing by Troy, NY on the Hudson River, he stopped at Elisha Waters & Sons, manufacturers of paper boats. Bishop was convinced by what he saw and commissioned Waters to build him a 14 foot paper canoe, MARIA THERESA. Late in October, his assistant dismissed, Bishop "paddled his own canoe" the remaining 2100 miles to Cedar Key where the Suwannee River joins the Gulf of Mexico.

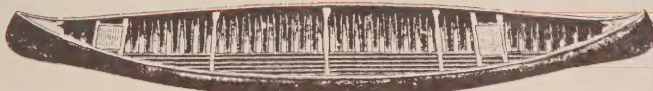
Chris began building his canoe in the fall of 1982, and settled on forty pound kraft paper and aliphatic resin (common yellow carpenters' glue). The completed hull is twenty two layers, 1/8" thick with a yellow cedar frame, varnished inside, painted outside.

Chris began building boats in 1977, starting with a kayak of his own design. He developed his personal direction towards simple "cut and try" ideas from earlier cultures, and so came to paper and his present voyage (still enroute at press time in early December). When Bishop made his voyage, paper was a state of the art building technique for



racing shells, the Waters firm made shells of paper that won every major sculling race in 1876. After a fire, the firm never did sell their patent rights and the process disappeared from the mainstream of American boatbuilding.

Chris is no stranger to long distance small craft travel. In 1980 he rowed a 14 foot dory skiff he had built about 650 miles from Puget Sound north to Prince Rupert in British Columbia. Walter Fullam reports that Chris had reached Moorehead City, NC in late November, a bit battered but carrying on. He had started from Quebec late, on September 28th rather than the 1st, so he may not reach his destination by the projected date of December 31st. Chris plans to publish his story in major boating publications.



Wooden Canoe Heritage Association, Ltd.
Post Office Box 5034 Madison, Wisconsin 53705

Wooden-canoe lovers: join the WCHA!

The Wooden Canoe Heritage Association (WCHA) is a nonprofit, membership association devoted to preserving, studying, building, restoring, and using wooden and birchbark canoes, and to disseminating information about canoeing heritage in North America. Memberships are available in the WCHA only on a calendar-year basis, but new members may join any time during the year. New members joining before September 1st will receive all issues of *Wooden Canoe* for that year; after that date memberships will be commenced the first of the following calendar year—unless we are instructed otherwise. Thereafter, renewals are due at the beginning of each year. Annual membership rates are as follows: U.S. residents, \$12 for bulk-rate-mail membership, or \$15 for first-class-mail membership; Include your name, address, city, state and ZIP

The Route

START September 1, 1983

St. Lawrence River
Quebec
Richelieu River
Lake Champlain
Burlington, VT
Champlain Canal
Hudson River
Troy, NY
New York City, NY
Kill Van Kull
Arthur Kill
Raritan River
Delaware-Raritan Canal, NJ
Delaware River
Philadelphia, PA
Delaware Bay
Intracoastal Waterway
Chesapeake Bay
Norfolk, VA
Pamlico Sound
Cape Hatteras
Wilmington, NC
Waccamaw River
Charleston, SC
Savannah, GA
St. Mary's River
Suwannee River
Gulf of Mexico
Cedar Key, FL

FINISH December 31, 1983



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Yes, anyone who buys a subscription to MESSING ABOUT IN BOATS can place free classifieds in any issue. We hope you won't abuse this with lengthy or numerous ads, but we'll accept any reasonably concise ads for boats or gear appropriate to our editorial content.

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12' 6" SITKA SPRUCE MAST, 3" diameter, Dek's Olje finish with slot at masthead for main halyard block. Was a 15' unstayed mast that broke leaving the top 12' 6" that I cannot use. \$75.
KEVIN HARDING, SO. CHELMSFORD, MA (617) 256-8681.

USED 1983 SEA KAYAK DEMONSTRATORS: All excellent condition, ready to paddle. UMNAK 15' 5" Kevlar, hatches, bilge pump, deck lines, \$810. UMNAK fiberglass, all orange, deck lines, hatch, \$600. SEAFARER K-1, 16' 8" Kevlar with green deck, rear deck hatch, \$820. SEAFARER K-2, 20' fiberglass, rudder, translucent red, \$1000.
DOUG BUSHNELL, West Side Boat Shop, P.O. Box 157, Station B, Buffalo, NY 14207, (716) 877-3305.



17' CULLER DESIGN DOUBLE PADDLE CANOE, "Robert D". Lapstrake cedar, copper fastened. Built by Ken's Boat Shop. Equipment includes a 9' double paddle, a single paddle, folding bronze outriggers, spoon oars and a mooring cover. You have probably seen this boat at the Mystic Seaport, Christmas Cove and Vermont TSCA meets. \$2000.
KEN STEINMETZ, 3710 Ocean Ave. Seaford, NY 11783. (516) 826-8116.

INFORMATION WANTED: I have just restored a Morris #158-A 15' cedar, canvas pea pod. I need help establishing the age of this boat.
GEORGE FATULLA, RFD #1, Box 258, Robbinston, ME 04671.

SEA CHANTEYS ON CASSETTE: Ten rollicking rousers sung by the X Seamen's Institute quartet. \$10 postpaid and guaranteed.
SEA HERITAGE, 254-26 75th Ave. Glen Oaks, NY 11004

WANTED: Grumman sailing rig, Class C, 55 sq. ft.
DICK DUNCAN, Wall St. Cold Spring, NY 10516, (914) 265-2178.

18' CUTTER WINTER PROJECT, complete boat with spars, sails, rigging. It easily sits six people. No rot, bottom needs refastening. It needs seats, a new centerboard, repainting. I'll trade it for a small skiff or dinghy in good condition.
BARRY O'BRIEN, Essex, MA (617) 768-7727.

WINTER RESTORATION PROJECT: 18' vintage motor launch hull, bare hull only, needs a lot of work, but lines are fair, structure is solid. Good start for someone wanting a vintage inboard launch. Needs major transom work, some hull plank replacement and refastening, recaulking, much paint removal. Has all interior wood trim in place. Priced at \$295, starter kit for a nice looking inboard launch. Could take steam power easily.
BOB HICKS, Wenham, MA 9617) 774-0906.

MYSTIC SEAPORT BOAT CLEARANCE: Beetle Cat, \$2800. 18' double ended gunning dory, pulling only, built to plans by John Gardner, \$900. Partially built 14' gaff rigged hard chine centerboard sloop. Framed up and backbone finished, most of materials needed including the Bruynzeel plywood to finish. Fastenings, stem, spars and paint included along with drawings. Similar to Goeller's SEA MEW. Uses H12-1/2 rig. Open to offers. A nice winter project. Two 15' sailing skiffs, Will Ansel built, \$1000 each. Building jig for Seaport built Whitehall and Ames salmon wherry. Offers.
BEN FULLER, Mystic Seaport Museum, Mystic, CT (203) 572-0711.

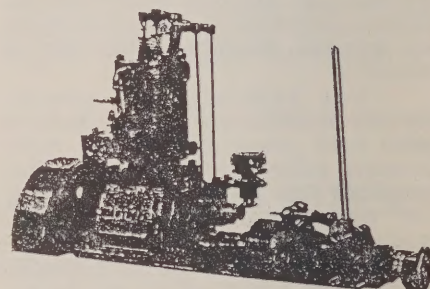
10' CHAISSON DORY TENDER, cedar over oak frames, copper and bronze fastenings. 7' spruce oars. Bright interior. \$750.
ROBERT IVES, Pemaquid, ME (207) 677-3768.

MUSEUM OF TRANSPORTATION BOAT CLEARANCE: Restored original Toppan power dory, \$4200. Swampscott dory, \$1400. 16' New Haven Sharpie, \$3800.
ALEX CHANDLER, Brookline, MA (617) 426-6633.

15' 6" BOLGER LEEBOARD SHARPIE, 1978, excellent condition, complete \$500.
LANCE GUNDERSON, Kittery Pt. ME (207) 439-9623.

12' SAN FRANCISCO PELICAN, great family day sailer, fir marine ply on Honduras mahogany framing. \$3500 with sails. Brand new.
OLD WHARF DORY, Wellfleet, MA. (617) 349-2383.

BOATS AND GEAR: 19' double ender, fine sailer. \$1800. 24' mast and gear from Town Class. Boice Crane 6" jointer in good shape. \$225. 3" slick, 28" long, big chisel.
CHET FARRELL, W. Dennis, MA (617) 398-2649.



NEW EASTHOPE 4-6 MOTOR, marine one cylinder with 1:1 reverse. Perfect for your restoration or new (old) boat project. Dealer cost \$3235 plus \$125 freight. Make me an offer over \$2000.
CARTER MANN, Box 891, Camden, ME 04843.

12' LAPSTRAKE TRADITIONAL round bottom yacht tender project. Bare hull only. Bolger DEFENDER design from SMALL BOATS. Cedar plank on oak frames, copper and stainless fastenings. Needs finishing out including sanding, painting, skeg, gunwales, thwarts, etc. The hard part is done, all boat carpentry from here out. Priced at \$395.
BOB HICKS, Wenham, MA (617) 774-

WANTED: Old mahogany runabouts such as Chris Crafts, Gar Woods, Hacker-crafts, for restoration. Also wanted are hardware, literature, pictures, models or any information relating to antique runabouts.
DAVE PEACH, Marblehead, MA (617) 631-5571.



15' HERRESHOFF 12-1/2 keel sloop winter restoration project. Complete boat with sails, spars, rigging. Needs some hull repairs and major refinishing work, paint removal etc. Transom, several planks and some fastenings need attention. Lines are fair, hull is solid, no broken frames. Lead ballast, bronze keel bolts. A traditional boat of beauty and nice performance worth restoring. Requires boat carpentry skills but not professional level boatbuilding ability. Priced at \$975 including excellent cradle. BOB HICKS, Wenham, MA (617) 774-0906.

23' BILL GARDEN DESIGN CATBOAT, 23' x 10' x 2' 3". LWL, 20' 9". Double planked cedar/mahogany hull. BMW MD-12 inboard diesel. Nat Wilson 420 sq. ft. dacron sail with hardwood blocks and dacron running rigging. This is an exceptionally well designed small craft, large in comforts, built to your demands of perfection. Only three will be built. 90 day delivery. Priced now at \$28,500. Beginning January, 1984, expect price increase to \$33,750. EMC JOINERSHOP, P.O. Box 133, Newcastle, ME 04553. Write for brochure.

16' 4" GLIDER O/B RUNABOUT: Vertical grain cedar. Folding bench seats, sturdy samson post. In dry storage for a number of years. Reasonable restoration project. \$200 or B.O. PLIMOTH PLANTATION, Plymouth, MA. (617) 746-1622, ask for Paul Lipke.

TWO TRADITIONAL BOAT BUYS: 16' Palmer/Lowell Amesbury launch, restored lapstrake. Has character. Original 6hp Palmer single cylinder engine, fresh water cooled. Asking \$3300. 14' pulling boat, c. 1895, excellent design. Built on Lake George. Lapstrake hull, wineglass transom. Restored. \$950. BOB BLEILER, Mystic, CT. (203) 536-2854.

17' KAYAK with adjustable seat, rod holder and paddle. ESCAPE model, excellent condition. New cost \$1200, asking \$800 or B.O. Also 12' river kayak in good condition, \$100. DIANNE INSLEY, Manchester, NH (603) 627-3537.

CHINESE LUG RIG, yard, battens and sail for a 31' Southern Cross cruising sloop. Excellent condition, reasonably priced. JODY RANDOLPH, Mattapoisett, MA (617) 758-4270.

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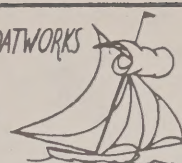
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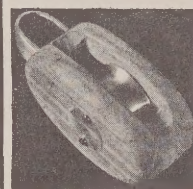


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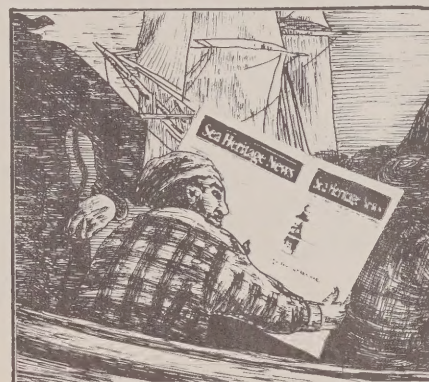
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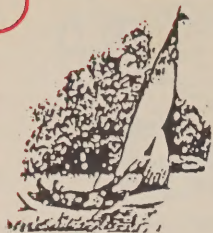
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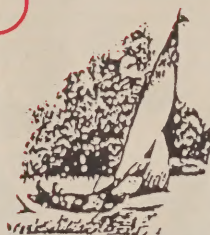


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